



**CITY OF LODI
COUNCIL COMMUNICATION**

TM

AGENDA TITLE: Adopt Resolution Approving Lodi's Submittal of Reasonably Available Control Measures (RACM) for the San Joaquin Valley Air Pollution Control District's 2010 Ozone Attainment Plan

MEETING DATE: February 18, 2004

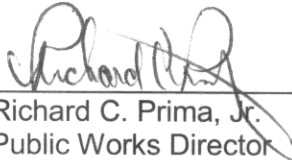
PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution approving Lodi's submittal of Reasonably Available Control Measures (RACM) for the San Joaquin Valley Air Pollution Control District's (SJVAPCD) 2010 Ozone Attainment Plan.

BACKGROUND INFORMATION: The San Joaquin Valley, of which San Joaquin County and Lodi are part, has applied for re-designation of its air quality status to "extreme" for ozone non-conformity. The San Joaquin Valley's new designation would make our status equivalent to the Los Angeles Air Basin, which is "extreme" for ozone, the worst designation in the country. This was done to provide additional time to achieve compliance.

As part of this process, the SJVAPCD has re-looked at an exhaustive list of Reasonably Available Control Measures (RACM) for implementation in the San Joaquin Valley. Because numerous lawsuits have been filed against sixteen states and their RACM process, the San Joaquin Valley has gone through this extensive process again in order to comply with the Federal Clean Air Act. Attached are measures that staff feels are feasible for implementation by the City of Lodi and other measures that we feel are not feasible.

FUNDING: Not Applicable


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Attachment

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APPROVED: 
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Explanations for Non-Commitment to Control Measures

SJC1.1 Regional Express Bus Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC1.2 Transit Access to Airports

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC1.3 Study Benefits of Bus Retrofit Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. However, it should be noted that 80% of Lodi's current Transit fleet is CNG fueled. The City of Lodi supports the Regional Transit District's efforts.

SJC1.4 Mass Transit Alternatives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC1.5 Expansion of Public Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC1.6 Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's and the San Joaquin Council of Governments' efforts.

SJC1.7 Free (to the Public) Transit During Special Events

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC1.9 Increase Parking at Transit Centers or Stops

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. It should be noted, however, that the City of Lodi's Lodi Station Parking Structure provides parking for the Lodi Multi-modal Station, which is served by numerous transit agencies. The City of Lodi supports the Regional Transit District's and San Joaquin Council of Governments' efforts.

SJC3.1 Commute Solutions

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC3.2 Parking Cash-Out

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure.

SJC3.3 Employer Rideshare Program Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC3.5 Preferential Parking for Carpools and Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC3.8 Purchase Vans for Vanpools

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC3.16 Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC5.1 Develop Intelligent Transportation Systems

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' and Regional Transit District's efforts.

SJC5.4 Site Specific Transportation Control Measures

The City of Lodi already works with real-estate developers; however, there is no way to predict a schedule or funding sources for these measures. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.6 Reversible Lanes

Reversible lanes have been considered but not adopted because of the lack of benefit and adverse economic impact they would have. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.7 One Way Streets

The City studied these measures during the Downtown Revitalization project in the mid-90's. It would have been counterproductive to the revitalization efforts. The City of Lodi does not find it feasible to implement this measure.

SJC5.8 On-Street Parking Restrictions

The City of Lodi evaluates locations on an on-going basis; however, it is not possible to predict a schedule of funding for this measure. As such, the City of Lodi does not find it to be fiscally or logistically feasible to implement this measure.

SJC5.9 Bus Pullouts in Curbs for Passenger Loading

Bus pullouts in Lodi are not economically feasible because it is an older city with many of the homes and businesses at the back of the sidewalk. However, the City does alleviate traffic on State Highway 12 by routing the City buses on-site of the Target and Wal-Mart shopping centers.

SJC5.10 Additional Freeway Service Patrol

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports Caltrans and the San Joaquin Council of Governments' efforts.

SJC5.17 Freeway Bottleneck Improvements (Add lanes, Construct Shoulders, Etc.)

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be economically feasible to implement this measure. The City of Lodi supports Caltrans efforts.

SJC6.2 Park and Ride Lots Serving Perimeter Counties

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be economically feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' and Regional Transit District's efforts.

SJC7.3 Involve School Districts to Encourage Walking/Bicycling to School

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be economically feasible to implement this measure. The City of Lodi supports the school district's efforts.

SJC7.4 Adjust School Hours so They Do Not Coincide with Peak Traffic Periods and Ozone Seasons

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the school district's efforts; however, the City of Lodi has no control over school hours.

SJC7.11 Auto Restricted Zones

The City of Lodi does not have any high emissions or congestion concentrated in any location that would warrant this measure. As such, the City of Lodi does not find it fiscally feasible to implement this measure.

SJC8.1 Financial Incentives

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments Commute Connection and the Regional Transit District's efforts.

SJC8.2 Internet Ridematching Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' and Regional Transit District's efforts.

SJC8.3 Preferential Parking for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.4 Credits and Incentives for Carpoolers

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.5 Encourage Employers to Provide Vehicles to Carpoolers for Running Errands or Emergencies

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC8.6 Subscription Services

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the Regional Transit District's efforts.

SJC9.5 Encouragement of Bicycle Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the County's efforts.

SJC13.1 Alternative Work Schedules

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it fiscally feasible to implement this measure citywide; however, these schedules are available in certain departments and workgroups. The City of Lodi supports employers' efforts.

SJC13.2 Modifications of Work Schedules

This measure would be better served by implementation at the employer level. As such, the City of Lodi does not find it fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.3 Telecommunications-Telecommuting

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it fiscally feasible to implement this measure. The City of Lodi supports employers' efforts.

SJC13.4 Telecommunications- Teleconferencing

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments' efforts.

SJC14.6 Transportation for Livable Communities

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

SJC15.1 Encouragement of Pedestrian Travel

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure; however, it does do its part to ensure that there are suitable sidewalks for safe pedestrian travel. The City of Lodi supports the county's efforts.

SJC17.1 Enforcement of Traffic, Parking and Air Pollution Regulations

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

SJC17.6 Satellite Campuses

This measure would be better served implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the county's efforts.

TCM3 Rideshare Programs

The measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments.

EPA Commute Benefits

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the San Joaquin Council of Governments efforts.

District Heavy Duty Engine Emission Reduction Incentive Program

This measure would be better served by implementation at the regional level. As such, the City of Lodi does not find it to be fiscally feasible to implement this measure. The City of Lodi supports the air district's efforts.

Commitment to Control Measures

Measure Title: SJC3.9: Encourage Merchants and Employers to Subsidize the Cost of Transit for Employees

Measure Description: This measure provides outreach and possible financial incentives to encourage local employers to provide transit or subsidies to encourage less individual vehicle travel.

Measure Title: SJC5.2: Coordinate Traffic Signal Systems

Measure Description: This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.

Measure Title: SJC5.3: Reduce Traffic Congestion at Major Intersections

Measure Description: This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.

Measure Title: SJC5.16: Adaptive Traffic Signals and Signal Timing

Measure Description: This measure is self-explanatory.

Measure Title: SJC6.1 Park and Ride Lots

Measure Description: This measure is self-explanatory.

Measure Title: SJC9.1: Establish Auto-Free Zones and Pedestrian Malls

Measure Description: This measure establishes auto-free zones and pedestrian malls where appropriate.

Measure Title: SJC9.2: Encouragement of Pedestrian Travel

Measure Description: This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.

Measure Title: SJC9.3: Bicycle/Pedestrian Program

Measure Description: This measure funds high priority projects in countywide plans consistent with funding availability.

Measure Title: SJC9.4: Close Certain Roads for Use by Non-Motorized Traffic

Measure Description: This measure provides that during special events, weekends, or certain times of day, some roads be closed to all by non-motorized traffic, when/where appropriate.

Measure Title: SJC9.8: Close Streets for Special Events for Use by Bikes and Pedestrians When/Where Appropriate

Measure Description: This measure is self-explanatory.

Measure Title: SJC 10.2: Bike Racks on Buses

Measure Description: This measure is self-explanatory.

Measure Title: SJC10.4: Development of Bicycle Travel Facilities

Measure Description: This measure encourages a variety of capital improvements to increase bicycle use.

Measure Title: SJC14.3: Land Use/Development Alternatives

Measure Description: This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.

Measure Title: SJC15.2: Pedestrian and Bicycle Overpasses Where Safety Dictates

Measure Description: This measure provides for ongoing implementation as development occurs.

Measure Title: TCM1: Traffic Flow Improvements

Measure Description: The CMAQ program is a major funding source for traffic flow improvements. On-going flow improvements include commuter rail, a number of signalization improvements and various corridor improvements.

Measure Title: TCM4: Bicycle Programs

Measure Description: CMAQ and TEA programs are used to fund bicycle projects throughout the County.

Measure Title: TCM5: Alternative Fuels Program

Measure Description: Alternative Fuels Programs are not defined as TCM's, rather they are mobile source control programs. SJCOG has encouraged the use of alternative fuels in our CMAQ programming process.

Expanded Definitions and Implementation Information

Measure Title: SJC3.9: Encourage Merchants and Employers to Subsidize the Cost of Transit for Employees

Measure Description: This measure provides outreach and possible financial incentives to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure will depend on local employers. The City can encourage the employers to participate. The measure can be studied within 24 months.

Funding Allocated to Measure and Source: The City of Lodi's Transportation and/or General Fund can absorb the staff costs associated with evaluating this measure.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC5.2: Coordinate Traffic Signal Systems

Measure Description: This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently advertising the Lodi Avenue Signal Interconnect Project. The project should be complete in 2004. No other locations have been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete this project, so it applied for and received Congestion Mitigation and Air Quality Funds for the project. The City will continue to evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC5.3: Reduce Traffic Congestion at Major Intersections

Measure Description: This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes and/or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on the time constraints of funding sources. For example, the City of Lodi was able to leverage funding, with the assistance of the San Joaquin Council of Governments, to deliver the Kettleman Lane (Highway 12) Gap Closure ahead of

schedule. This project is currently underway and is expected to be completed in 2004, two years ahead of schedule. Since state and federal funding is required for these projects, the schedules are nearly impossible to predict. In addition to improving congestion at Kettleman Lane and Mills Avenue and Kettleman Lane and Tienda Drive, the project will add dual left-turn lanes at Tienda Drive into the Sunwest Marketplace. The single left-turn lane had historically been a cause for major traffic congestion. Additionally, the City of Lodi has utilized Hazard Elimination and Safety Grants to reduce traffic congestion at other Kettleman Lane locations. The City will continue to evaluate other locations as the needs arise.

Funding Allocated to Measure and Source: The City of Lodi and the San Joaquin Council of Governments have committed Measure K funds to construct this project construction.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC5.16: Adaptive Traffic Signals and Signal Timing

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently advertising the Lodi Avenue Signal Interconnect Project. The project should be complete within 2004. No other locations have been identified as needing synchronized traffic signals. Additionally, the City has actuated signals at all but one traffic signal. The last actuated signal at Church and Lockeford Streets does not have funding available. Once funding is identified and appropriated to the project, it can become actuated within six months.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete the project so it applied for Congestion Mitigation and Air Quality funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects. No available funding exists for an actuated signal at Church and Lockeford Streets.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC 6.1: Bicycle Racks on Buses

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is in the process of trying to acquire a Park and Ride lot along Beckman Road. The City will continue to try and implement Park and Ride lots as funding allows.

Funding Allocated to Measure and Source: This project is utilizing Measure K Park and Ride lot funds as well as a REMOVE grant from the Air District.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC9.1: Establish Auto Free Zones and Pedestrian Malls

Measure Description: This measure establishes auto-free zones and pedestrian malls where appropriate.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the weekly Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones, although the City will continue to evaluate streets as development occurs.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC9.2: Encouragement of Pedestrian Travel

Measure Description: This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution public awareness efforts to remind people of this basic alternative.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on funding availability. The City annually in the Capital Improvement Plan TDA funds for Bicycle and Pedestrian projects.

Funding Allocated to Measure and Source: The City of Lodi's General Fund covers the engineering costs for evaluating locations for sidewalk installations. \$25,000 of Measure K funds are allocated to sidewalk installations where none exist.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC9.3: Bicycle/Pedestrian Program

Measure Description: This measure funds high priority projects in countywide plans consistent with funding availability.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depends on funding availability and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The City utilizes gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC9.4: Close Certain Roads for Use by Non-Motorized Traffic

Measure Description: This measure provides that during special events, weekends, or certain times of day, some roads be closed to all but non-motorized traffic, when/where applicable.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC9.8: Close Streets for Special Events for Use by Bikes and Pedestrians When/Where Appropriate

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has been studied and implemented in the downtown for the Farmers Markets in the summer and for special events on School Street. No other streets have been identified as feasible for auto-free zones.

Funding Allocated to Measure and Source: Was evaluated as part of the downtown revitalization effort.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC10.2: Bicycle Racks on Buses

Measure Description: This measure is self-explanatory.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi currently has bicycle racks on all Fixed Route buses. It is not feasible to install these racks on the Dial-A-Ride buses due to the nature of Dial-A-Ride service. The City will continue to install bicycle racks on Fixed Routes buses as acquired, as long as funding remains available to do so.

Funding Allocated to Measure and Source: The City utilizes Transportation Development Act funds and Federal Transit Administration funds to fund Transit operations. Should these funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC10.4: Development of Bicycle Travel Facilities

Measure Description: This measure encourages a variety of capital improvements to increase bicycle use.

Responsible Agency for Implementation: City of Lodi within City of Lodi limits.

Implementation Schedule: The feasibility of this measure depend on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The City utilizes gas tax funds and Measure K funds for street rehabilitation and bike lanes. If the gas tax funds and Measure K funds disappear, and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: SJC14.3: Land Use/Development Alternatives

Measure Description: This measure includes encouraging land use patterns which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses (e.g., residential-commercial). Shorter trip lengths ultimately relieve traffic congestion and improve air quality.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The implementation of this measure will depend on how quickly the new Redevelopment Agency in Lodi can help deliver projects. The redevelopment agency is just getting started, since the City has never had one, and it is difficult to predict when we will see projects. However, because the Lodi Station is now completed and is in the heart of the city, the City is encouraging high-density housing and light commercial near the station. The developers, though, will need to be convinced that building housing near the station is the best for all Lodi residents.

Funding Allocated to Measure and Source: The housing development and light commercial construction costs will be borne by the real-estate developers. The City of Lodi will use redevelopment agency funds to pay for staff to encourage land use patterns that will support the Lodi Station.

Monitoring: The City of Lodi agrees to provide annual information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: SJC15.2: Pedestrian and Bicycle Overpasses Where Safety Dictates

Measure Description: This measure provides for ongoing implementation as development occurs.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on available funding and working with Union Pacific Railroad and the Public Utilities Commission.

Funding Allocated to Measure and Source: The City of Lodi has identified Century Boulevard as a good location for a pedestrian/bicycle overpass. However, the City has only received \$39,000 for the design of the project. The City needs to find \$105,000 additional funds for design and \$1.2 million for construction.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: TCM1: Traffic Flow Improvements

Measure Description: The CMAQ program is a major funding source for traffic flow improvements. Ongoing flow improvements include commuter rail, a number of signalization improvements and various corridor improvements.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The City of Lodi is currently bidding the Lodi Avenue Signal Interconnect Project. Project should be completed by the end of 2004. No other locations has been identified as needing synchronized traffic signals.

Funding Allocated to Measure and Source: The City of Lodi did not have enough local funds to complete the project so it applied for and received Congestion Mitigation and Air Quality funds for the project. The City will continue to evaluate locations and evaluate available funding sources for future projects.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

Measure Title: TCM4: Bicycle Programs

Measure Description: CMAQ and TEA programs are used to fund bicycle projects throughout the county.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure depends on funding availability, and the street rehabilitation schedule. The Bicycle Master Plan calls for bicycle lanes with street rehabilitations.

Funding Allocated to Measure and Source: The City utilized gas tax funds and Measure K funds for street rehabilitations and bike lanes. If the gas tax funds and Measure K funds disappear and no new funding sources are made available, this measure would be economically infeasible.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested to complete the Air District's Annual Report.

Measure Title: TCM5: Alternative Fuels Program

Measure Description: Alternative Fuels Programs are not defined as TCM's, rather they are mobile source control programs. SJCOG has encouraged the use of alternate fuel in our CMAQ programming process.

Responsible Agency for Implementation: City of Lodi

Implementation Schedule: The feasibility of this measure has already been studied. The City of Lodi was required to submit a plan for its heavy-duty buses: Alternative Fuel Path or Zero Emissions Path to the ARB. The City of Lodi chose the Alternative Fuel Path and is in full compliance. Twenty of the City's Twenty-Five Transit Vehicles are CNG-fueled. Additionally, the City of Lodi is working with Lodi Unified School District to acquire CNG buses and build a CNG fueling facility.

Funding Allocated to Measure and Source: The City used CMAQ funds from the Air District and SJCOG to implement this measure. In order to replace existing CNG buses in the future, or to purchase expansion CNG buses, sufficient federal funding will need to be available.

Monitoring: The City of Lodi agrees to provide information to the Air Pollution Control District as requested on this measure to complete the Air District's Annual Report.

RESOLUTION NO. 2004-25

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING THE
CITY OF LODI'S SUBMITTAL OF REASONABLY AVAILABLE
CONTROL MEASURES FOR SAN JOAQUIN VALLEY AIR POLLUTION
CONTROL DISTRICT'S 2010 OZONE ATTAINMENT PLAN

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NOW, THEREFORE, BE IT RESOLVED that the Lodi City Council does hereby
approve the City of Lodi's submittal of Reasonably Available Control Measures for the
San Joaquin Valley Air Pollution Control District's 2010 Ozone Attainment Plan.

Dated: February 18, 2004

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I hereby certify that Resolution No. 2004-25 was passed and adopted by the Lodi
City Council in a regular meeting held February 18, 2004, by the following vote:

AYES: COUNCIL MEMBERS – Beckman, Howard, Land, and Mayor
Hansen

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – Hitchcock

ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk

CITY COUNCIL

LARRY D. HANSEN, Mayor
JOHN BECKMAN
Mayor Pro Tempore
SUSAN HITCHCOCK
EMILY HOWARD
KEITH LAND

CITY OF LODI
PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
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EMAIL pwdept@lodi.gov
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H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
D. STEVEN SCHWABAUER
Interim City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

February 12, 2004

Julia Greene, Executive Director
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202

SUBJECT: Adopt Resolution Approving Lodi's Submittal of Reasonably Available Control Measures (RACM) for the San Joaquin Valley Air Pollution Control District's 2010 Ozone Attainment Plan

Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, February 18, 2004. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the consent calendar and is usually not discussed unless a Council Member requests discussion. The public is given an opportunity to address items on the consent calendar at the appropriate time.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Tiffani Fink, Transportation Manager, at (209) 333-6800, extension 2678.



for: Richard C. Prima, Jr.
Public Works Director

RCP/pmf

Enclosure

cc: City Clerk